

Touring Information, Motor Truck Developments and Trade News of Automobile World

Trunk Lines in Good Shape for Fall Touring

Reports of Automobile Club of America Tell the Story of Highways in All Directions From New York

By O. M. Wells,

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On Long Island the South Shore and Merrick roads are open and in good condition with the exception of a short rough stretch at Babylon.

The Jericho Turnpike is in good condition to Smithtown.

The North Shore road is all good to Wading River, excepting the short stretch under construction at Greenvale, between Roslyn and East Norwich. In fact, all the trunk lines on Long Island, including the main connections, are in good condition.

New England

The Boston Post Road, between New York and New Haven, is free from construction and in good condition.

The Shore road from New Haven through New London and Providence is good to New London, with a short stretch under construction between Groton and Pequot. The detour down through Eastern Point is as good and much more picturesque. There is also a rough stretch, where the top surface has become somewhat pitted, at Charlestown.

The Tower Hill road is used between Wakefield and East Greenwich, instead of going via Narragansett, there is construction at Saugerties. From there on through Providence to Boston the road is all in good condition.

On the inside trunk route from New Haven through Meriden, Hartford, Springfield and Worcester the road is free from construction and in good shape, with the exception of a short rough stretch between West Warren and Brookfield.

The picturesque Naugatuck Valley, between Bridgeport and the Berkshires via Waterbury, Hartford and Willimantic, is in excellent condition through Waterbury and over the Southwestern Mountain to Hartford. From Hartford on there are two short sections where repair work is going on, one at Pomfret, the other at Cheshire. Both are provided with good detours.

The inside trunk line to the Berkshires, which runs by the Samwell valley through Briarcliff, Pawling and Millerton, is open and in good condition to Millerton. The new concrete road which has been under construction between Lakeville and Salisbury is now completed. There are no detours on the above route between New York and Pittsfield.

New York State

The Albany Post Road between New York and Albany on the east side of the Hudson River is all clear and in good condition. All the Adirondack trunk lines are free from detours. Motorists will find the road between East Greenbush through Troy an excellent short cut to reach Saratoga and eastern Adirondack points. It also makes a good connection for Manchester and western Vermont, as there is a fine macadam road between Troy and Hoosick Falls.

The Mohawk Valley route between Albany and Buffalo is mostly good, with some indifferent sections and construction work where detours are necessary between Tribes Hill and Fortia. Little Falls and Horkimer, at Mycenae and between Chittenango and East Syracuse.

The west side of the Hudson River between New York and Albany is quite good, excepting for one or two short stretches. There is a detour between Central Valley and Highland Mills, which is not bad, and a rough stretch at Ravenna.

The Kingston-Otsego trunk line through the Catskills, which skirts the shore of the Ashokan Reservoir, is under construction between Fleischmans and Arkville. The best way to reach Otsego over the above route is to turn off and run north at Shandaken to Lexington, then west to Grand (Grange and Stamford).

The trunk line between New York and Binghamton, called the "Liberty Highway" which runs via Tuxedo, Middletown, Liberty and Hancock, is in excellent condition. It is good from Binghamton on through Elmira to Watkins Glen.

The State Hill road between Goshen and Port Jervis is good. Motorists using the above route running to the Delaware Water Gap will find the road closed between Port Jervis and Milford, making it necessary to cross the river on a bridge from Tri-States into New Jersey and back again on a bridge to Milford. The balance of the route to the Water Gap is in excellent condition.

New Jersey

The Water Gap route, which runs

from northern New Jersey and Dingman's Ferry, is all hard surfaced and in good condition, provided the motorist avoids the road from Franklin Furnace through Sparta to Lafayette, and continues north from Franklin Furnace to Sussex, and then to Branchville. The road this way is about five miles longer, but the route through Sparta at the present time is in a very bad condition. The above route runs through Leonia, Hackensack, Paterson, Pompton, Newfoundland, Sussex and Branchville to Dingmans.

There is another good way of going to the Water Gap via Dingmans over good roads from New York, via the Belleville Turnpike through Belleville, Montclair, Caldwell, Parsippany, Dover, Kenilworth, Netcong, Andover and Newton to Branchville. The above route is also the route to Lake Hopatcong. The short route to the Water Gap is via Newark and Morristown, then over Schooley's Mountain through Hackettstown. It is for going to Bridgeville. From there on to the Water Gap, a distance of eight miles, the road is rough.

There is considerable construction work on the direct road to Philadelphia between Rahway and Trenton. Motorists can avoid the construction by running from Rahway to North Amboy, then over to Metuchen and on to New Brunswick. From New Brunswick the Cranbury Turnpike is followed to a road which turns off between Deans and Dayton, and runs through Monmouth Junction, then over the old Trenton Turnpike into Trenton.

A number of the roads in south New Jersey are not good at the present time, and atrocious conditions still prevail at South Amboy, which has been the means of keeping a great many motorists from the resorts along the coast. The Bureau of Tours has received positive information that the contract has been let for a new hard surfaced road to run from the bridge which crosses the Raritan River through South Amboy and connect with the brick road which runs into Keokuk.

The road is under construction between Keokuk and Red Bank. To reach Seabright and the Ocean Boulevard from Keokuk, run due south to Holmdel, then west to Red Bank. From there go over the new Harding Road, which was recently built and opened to the public for passenger vehicles only, and is, no doubt, one of the finest pieces of road construction as to grade, drainage and surface that there is in this country. The Harding Road connects with the beautiful Rumson Road, which is in excellent condition, going to Seabright.

High Weight Does Not Mean Quality in Tires

Exceptional Pounding May Mean Actually Quite the Reverse

More weight in an automobile tire is no indication of quality. As a matter of fact, exceptional weight in a tire may be one of the surest proofs of its inferiority.

The weight of a tire depends largely on the materials that are mixed in with the rubber in the course of manufacture. High specific gravity in rubber compositions can be caused only by the use of a large percentage of heavy compounding materials. Tire experts know that all parts of the casing except the tread give longer service if they are made with the addition of very little compounding materials. Another fact well known to the experts is that in making the tread the greatest toughness and durability can be secured by adding ingredients that are relatively light.

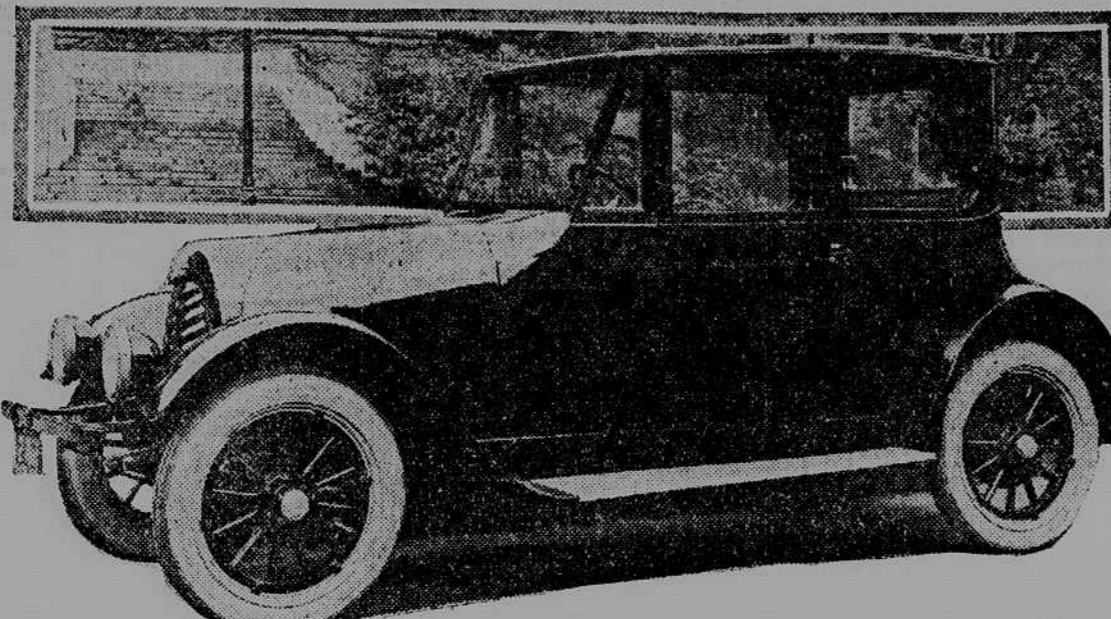
The tire user can readily see that there is, therefore, no reason why tires should be heavy in order to be strong. Of two tires of equal dimensions the lighter is in all probability the stronger. In pointing out this fact the United States Tire Company calls attention to the light weight of its tires as an indication of the quality of the materials used in their construction and as an explanation of their toughness and rugged wearing qualities.

Electric Vehicles in Show

That Reopens the "Palace"

Nearly every make of electric passenger car and motor truck, including industrial trucks, will be shown at the Electrical Exposition of 1919, opening in Grand Central Palace on September 24 for its customary ten-day run. It will be the first exposition to be held in Grand Central Palace since this building was taken by the government for use as a gigantic army hospital.

Holmes Brings Out a Fine Sedan



The two-door sedan shown here is a well-designed and attractive body on the chassis of the improved Holmes air-cooled car, displayed by the Holmes Motor Car Company of New York at 7 Central Park West.

Don't Force Truck Beyond Its Speed and Load Limits

Real Service on the Road and a Proper Return on Your Investment Can't Be Got Otherwise

(This is the fourth of a series of articles on the motor truck in modern business.)

The average motor truck is such a large and rugged-appearing vehicle that it seems almost unnecessary to give it the care that a more delicate-looking machine must have. But actually a motor truck is like any other piece of machinery. It must have the "round-house" attention that a locomotive gets, for it performs its work under far more testing conditions than does a railway engine. It does not run on rails, but takes the chances and hazards of the streets and highways. It is pounded about on the inequalities of the roads and every once in a while its entire tonnage sustains a sharp fall of perhaps only a few inches that jars the very inwards of its makeup.

In spite of the very simplicity of the problem, a great many owners and operators of motor trucks do not understand that excessive speed and overloading are the two things that most affect the life and service of the vehicle. They are so taken in, either by representations made to them when they buy the truck or by the massive appearance of the machine and its gear, that they appear to feel there are no limits to what can be done by and with the truck. Every motor truck is built with a definite limit of safety, both in speed and load, and no matter what operators may believe, it cannot be used beyond such limits without taking something out of the truck that shortens its life.

It ought to be easy to understand—and yet apparently it is not—that to pile on a truck more than it ought to carry is dangerous. Overload accentuates each inequality in the road surface. Suppose there is a hole in the road. A truck that is built and designed to carry two tons is carrying a three-ton load. When it drops into that hole the blow delivered through the axle is increased terrifically. The strain put upon the vital parts of the truck, which would be bad enough if it were not loaded, is so augmented that enough damage may be done by that one happening to put the vehicle in the repair shop, with a big bill to pay. If the truck is being operated at the moment beyond the proper limits of speed for a wagon of its dimensions the force of the blow and the strain on all the parts are increased in geometrical progression.

An airplane has a limited number of hours of flight because the engine is being driven at all times at the top of its speed and power output. There is no idling or coasting when flight is being maintained. Every so often, therefore, the airplane engine has to be taken down and parts replaced, so that it can go out again. It is practically the same condition when a motor truck engine is being made to turn over faster than it should. The excessive vibration is bad for all the parts of the engine and the chassis, and it is "hate to the repair shop" if that practice is kept up.

Just because a motor truck, unlike a human being, cannot complain when driven too fast, with too much overload, it all too often is badly treated in those respects. Nevertheless it should be understood by every one who uses motor trucks that all of the things that shorten the life of such vehicles and cheat the owners of the proper return from their investments therein are no two elements that contribute more to disservice than these two—overload and overpeed.

The time that a motor truck is working is the time in which it is making money for its users. The time it is

laid out for repairs is the time that cuts down the profits it should make. To have more of a truck than is needed in your business is foolish waste. To have less of a truck than the job calls for is criminal on the part of the man who owns it. But to have a truck that otherwise fits the job, but because of bad handling is laid up for repairs, is just a man's own fault.

Motor trucks are of necessity business vehicles. It is bad enough for the owner of a passenger car not to have his automobile when he wants it. No amount of repair shop service can compensate him for what he may lose in the way of pleasure, yet he can hardly put a cash valuation on the loss of his car. But to have his truck out of the running when it should be working for him is something he can or should be able to estimate in dollars and cents. And he can tell by that means just how much extra pound of overload and every mile an hour of excessive speed are costing him.

Inspection is the thing that every truck needs, and needs constantly. The often repeated example of the railway locomotive, a huge, bulky thing that goes on a perfect highway, should always be before the truck owner. If that sort of vehicle, which pulls and does not carry its load, a much easier proposition and, incidentally, the solution of motor truck overloading which the trailer offers has to come in of the road after running a limited number of miles, for inspection and perhaps overhaul, how much more so the truck, which runs on far from perfect highways and bears the load, instead of hauling it.

Therefore, do not be deceived by the rugged appearance of the truck. It has its limits and you owe it to your business, your pocketbook and yourself to know them. You should know in advance what kind of a truck you need—that is the duty of the dealer to tell you, and he should know it, if he is to sell "right." Then stick to the proper limits and guard your investment by proper load, proper speed and proper overhaul.

C. E. T. S.

Coast Ready to Welcome Army Truck Convoy

SAN FRANCISCO, Aug. 30.—This city is all set to give Uncle Sam's first transcontinental army truck convoy a great reception next Wednesday, when the 3,000-mile trip is scheduled to come to an end. An airplane representing the city will greet the Pacific Fleet—scheduled to arrive at the Golden Gate from San Diego and Honolulu Monday—and then swing toward Sacramento to meet and greet the army truck unit. A fleet of motor trucks and passenger cars—organized by the B. F. Goodrich Rubber Company—accompanied by the United States Marine Band of forty pieces, will escort the army caravan from Carson City, Nev., into San Francisco. Truckloads of California fruit, including oranges, melons, apples and grapes, will be provided for the soldiers by the Goodrich company.

The 250 doughboys and officers who have manned the trucks, most of whom are overseas veterans, will greet the Pacific Coast with enthusiasm, noting that which attended their arrival in America from France. Although the men have been royally entertained in every city and hamlet along the 3,000-mile route from Washington, D. C., where the tour started on July 7, the tour has been a tiresome grind and a real test of stamina.

Excepting Sundays the programme for the past sixty days has been arise at 5 a. m., clean, oil and inspect motors and then drive until the night

Nash Retail Now in Hands Of C. B. Warren

Direct Factory Branch, To Be Housed in Broadway Quarters, Takes Over Both Ends of Handling Kenosha Product

Announcement is made to-day by the Warren-Nash Motor Corporation, heretofore exclusively wholesale distributors of Nash products, of the taking over on September 1 of retail sales and service of Nash passenger cars and trucks for Manhattan, The Bronx and Staten Island. This move, which will work directly to the advantage of Nash owners, marks another important step in the growth of the Warren-Nash Corporation, of which C. B. Warren is the head.

The corporation will open a new retail salesroom at 1928-30 Broadway not later than October 1, and in the meantime the retail sales department will be at the corporation's present location, 18-20 West Sixty-third Street.

Since its organization, two years ago, the Warren-Nash Corporation has steadily widened its scope of operations until it now handles the wholesale distribution of the Nash products in a territory which is one of the largest in the Nash organization, embracing Eastern New York, Northern New Jersey and Western Connecticut. Mr. Warren is also president of the Nash



Charles B. Warren

Motor Transport, Engineer Corps and artillery officers of the army have collected a wealth of data on topographic and other military phases which will be carefully compiled into permanent army records. The government assigned a force of Signal Corps photographers to take a complete moving picture chronicle of the entire trip. The convoy will arrive in San Francisco just two days later than scheduled time. Heavy rains and storms encountered during the last few weeks caused muddy roads and slow going.

Bowman Now Is Dealer in Line Of Kissel Cars

Veteran Automobile Man Takes Over Local Territory for Machine He Finds Full of Virtues

The Sidney B. Bowman Automobile Company has taken the franchise for distributing Kissel cars and motor trucks in Greater New York, Eastern New York, including Albany, Troy and Schenectady, Western Connecticut and Northern New Jersey. Mr. Bowman is one of New York's first automobile dealers, his company having been distributing cars continuously on Broadway since 1902, when Broadway and Fifth Avenue were a continuous stream of carriages, hackneys and "hacks," and when the appearance of a "horseless carriage" or "get a horse" created incredulity that such a contraption could amount to anything.

In my eighteen years' search for a car, one that I could afford to link with my name at this momentous period of the industry, I sought a car of mechanical excellence and consistent, sure, stunk, performance, which embodied the elements of exclusive design and appointments usually found only in the most costly made-to-order jobs," said Mr. Bowman yesterday.

"There are to be four models of the new closed Kissels—four-passenger coupe, seven-passenger staggered-door sedan, four-door six-passenger suburban sedan, and the town car—all four models mounted on the custom-built chassis.

"We have always considered ourselves duty bound to take care of our customers in such a way that the motor car purchased of us not only gives satisfactory service at the beginning, but continues so through the years. That follows. Our service station has grown to a building of 35,000 square feet.

"Kissel trucks are the result of thirteen years of continuous development of both motor cars and trucks. The Kissel-built power plant has had thirteen years of grilling tests. To make it possible for Kissel trucks to prove adaptable to every line of business they are built in five models.

Mr. Bowman expects the first shipment of the new Kissel custom-built sixes and trucks next week. They will be placed on exhibition at his salesrooms at 1672 Broadway, corner Fifty-second Street.

Emlen S. Hare



Who has just resigned as Vice-President of the Packard Company. It is expected that within the next few weeks Mr. Hare will have something to say as to his alignment with one of the largest groups in the automobile industry

Firestone executives are seeking to interest young men in the possibilities of advancement in the rubber industry, and these films will be shown to the public in the hope that the work of tire-making will appeal to a class of young men whose capability will fit them for a trial in the factory.

The series was produced by the Universal Film Manufacturing Company, under the supervision of Harry Levy, manager of the industrial department. The pictures will be shown to automobile clubs, Chambers of Commerce and all other industrial organizations interested in tire-making.

"Through this arrangement," says Mr. Warren, "the buyer is enabled to reap the benefit of closer contact with the Nash organization when he buys a car or truck, and in the very important item of prompt, efficient and courteous service can deal directly with the factory's representative. This is a factor that will operate materially, we believe, to increase the satisfaction derived from ownership of our line of motor vehicles. The automobile trade generally looks to New York to set the pace, and this reorganization of the retail sales business is undertaken with that thought in mind."

Service Managers to Hold First Meeting

The Automotive Service Association, an organization of service managers of companies in the Metropolitan district, will hold its first general meeting next Wednesday at its headquarters, the National Automobile Chamber of Commerce, 7 East Forty-second Street.

First Shipment of Kelly-Springfield Trucks

E. H. Bowman, who handles Kelly-Springfield trucks in the big building at 45 East 19th Street, has received the first shipment of system trucks, the first to come into New York from the factory since the armistice was signed.



Nash Passenger Cars and Trucks Now Sold at Retail by Warren - Nash Motor Corporation

The Warren-Nash Motor Corporation of New York, heretofore exclusively a wholesale distributor, announces that, effective September 1st, it will also sell Nash Passenger Cars and Trucks at retail in the city of New York, and not later than October 1st will open splendidly appointed new showrooms at 1928-30 Broadway.

Until October 1st the retail department will be conducted at the corporation's present location, 18-20 West 63rd Street.

Adequate service facilities have been arranged for the present at 18-20 West 63rd St. to give prompt and efficient attention to owners of both Nash Passenger Cars and Trucks in Manhattan, the Bronx and Staten Island.

A cordial invitation is extended to the public to inspect both Nash Passenger Cars and Trucks at the Warren-Nash Motor Corporation's salesrooms, 18-20 West 63rd Street.

Passenger Cars

2-passenger roadster, \$1490
4-passenger coupe, \$2350
Prices f. o. b. Kenosha

Trucks

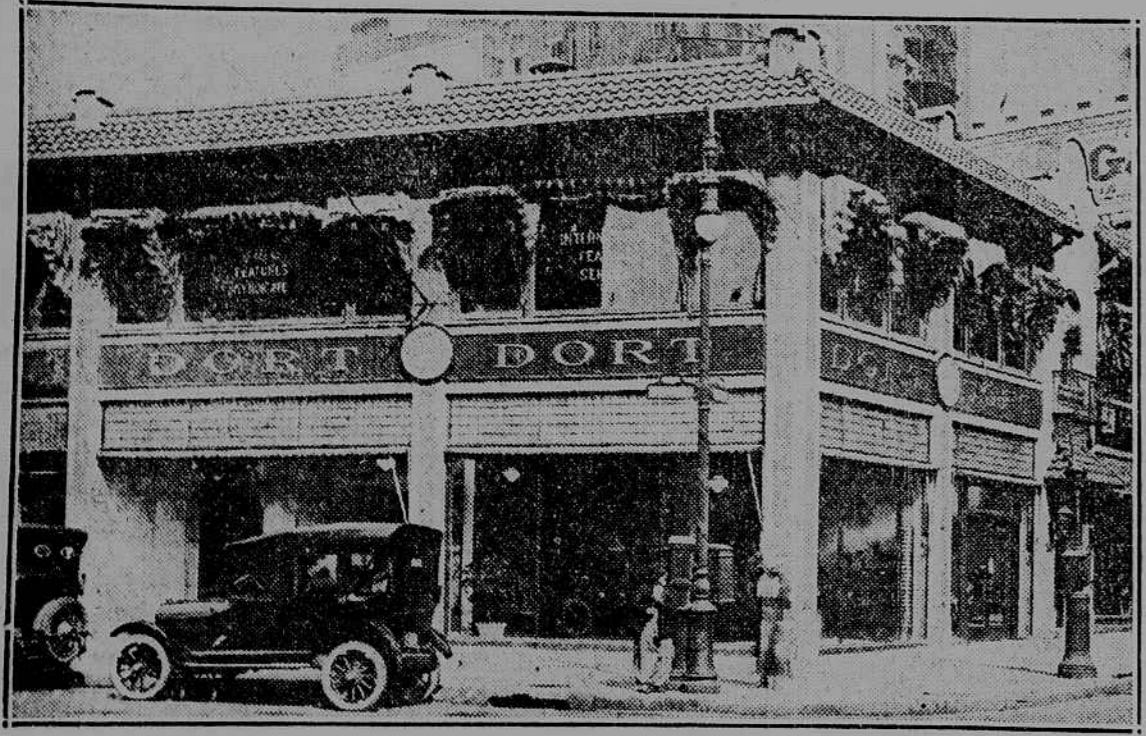
One-ton chassis, \$1650
Two-ton chassis, \$2250
Nash Quad chassis, \$3250
Prices f. o. b. Kenosha

Warren-Nash Motor Corporation
18-20 West 63rd Street
New York City

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